



MEMORANDUM

The Department of Community Development

Planning Division

455-3900

To: Planning Commission
From: Tom Martin, AICP, City Planner
Subj: Lakeside Centre
Date: July 26, 2006

The Planning Commission conducted a public hearing on the rezoning petition of EE, LLC to rezone one hundred six and twenty-three hundredths (106.23) acres. The petition proposes to rezone the property from R-C, Conservation District, R-3, Medium-Density Two-Family Residential District and R-4, Medium-High Density Residential District to B-5, General Business District (Conditional). The rezoning would facilitate the construction of one million plus (1,000,000+) square foot commercial shopping center and associated uses. After the public hearing, the Planning Commission postponed action on the item until a work session could be conducted.

During the public hearing there were several issues identified. City staff developed a list of the issues identified and has prepared responses to each item. This list may aid the Commission in discussion during its work session on the petition:

Lakeside Centre Issues

1. Displacement of residents from the mobile home parks.
 - a. Cost to relocate trailers.
 - b. Cost of pet boarding during relocation.
 - c. Ability to move older trailers.
 - d. Displacement of children from schools.

Response: The City Council adopted the *Comprehensive Plan 2002 – 2020* in September 2002. A major component of this plan is the Future Land Use Map (FLUM) which aides the City in making land use decisions and helping determine how the City will be in the future. The FLUM recommends a “regional” commercial use for the property. These uses are retail, restaurant, entertainment and hotel uses that draw customers from the entire region (5.5). This land use designation was most likely applied to the subject property due to its location at the intersection of 221/501 and the ability to assemble enough land in the area to support a regional development.

During the public hearing process issues with costs associated with relocation of the existing trailers were discussed. Section 15.2-2283 of the Code of Virginia lists promoting the creation and preservation of affordable housing suitable for meeting the current and future needs of the locality as one of the purposes of Zoning Ordinances. The petitioner has offered to contribute up to \$3000 towards the relocation costs of the trailers. The Planning Commission may want to seek revisions to the voluntarily submitted proffers to this effect. Some of the trailers that need to be relocated are older and there have been concerns raised on the ability to move them. The City’s Inspection Division is in the opinion that the moving of the trailers will depend on the amount of modifications that have occurred to them over the years. While it may be possible to move them a short distance to other trailer parks, there is always the possibility of damage occurring during the move.

The other issue raised with the displacement of residents was with what school zone the children would be in once relocated. School zones would be a large issue for elementary and high school students than middle school students in this area. Final determination of school zones can not be made until a final decision on where to reside is made by the residents.

2. Traffic Concerns.

- a. What road improvements will be necessary?
- b. Budget implications for making necessary improvements.
- c. Is a traffic signal needed at McConville Road & Graves Mill Road intersections?
- d. Are roundabouts efficient?

Response: The road improvements that will be necessary to support this development have or will be determined by a traffic study performed for the intersection of 221/501 and a study to be completed by the developer for roads internal to the development. A copy of the 221/501 traffic study is attached as well as a summary on the different alternatives with budget implications provided by the City’s Traffic Engineer, Mr. Gerry Harter, P.E.

Roundabouts are efficient and are gaining acceptance within the United States and Virginia. Roundabouts are more efficient than signalized intersections, reduce “T-bone” type crashes, provide for smoother traffic flow and benefit the environment in reducing vehicle emissions. Roundabouts have been proposed in the City’s Midtown Area Plan and most recently in the Fifth Street Corridor Master Plan.

3. Environmental Concerns.

- a. Will the development be detrimental to College Lake?
- b. How was the twenty-five percent (25%) of streams not to be disturbed determined?
- c. The stormwater management ponds will breed mosquitoes.
- d. Landscaping for the project.

Response: The construction of the proposed shopping center should not be detrimental to College Lake. The proposed development should actually benefit it in that remediation for impacted streams will be done within the watershed feeding the lake. The petitioner has submitted proffers to this effect.

The location of the streams not to be impacted was based on preliminary discussions with the Department of Environmental Quality and the Army Corps of Engineers. Both regulatory agencies desire to have a continuous section of stream rather than portions throughout the development. The location indicated on the preliminary site plan fulfills these goals.

Stormwater management ponds if installed correctly do not breed mosquitoes in that they are designed to dewater at a controlled rate. The petitioner has proffered low impact design measures and the use of Best Management Practices which will reduce the size of any required detention facilities.

Landscaping for the proposed shopping center will be required to comply with the City's Landscaping Ordinance adopted by the City Council on June 13, 2006. The submitted master plan indicates that the development will meet or exceed the Landscaping Ordinance requirements.

4. Impacts to Lynchburg Police, Fire & EMS

- a. Does the City have enough police, fire and EMS personnel to support the development?

Response: Neither the Lynchburg Police or Fire & EMS Departments offered any comments of concern during the review of the proposal. Buildings will be constructed of masonry material and will obviously meet building code requirements. All buildings will have sprinkler systems installed. If additional personnel were required, the costs would be more than offset by the amount of revenue generated by the development. Final decisions on the need to increase personnel would be made by the Chief of Police, Fire Chief, the City Manager and ultimately the City Council.

5. Does the City need another shopping center?

- a. The development should go downtown or to the Plaza.
b. How will the development effect Lynchburg's "Quality of Life"?

Response: As stated above, the City's FLUM designated this property for "Regional" commercial uses. In order for the City to remain the economic "hub" of the region it must provide for different types of development. The Midtown Area Plan, Downtown/Riverfront Master Plan and the Fifth Street Corridor Master Plan recommend a "traditional" style development with mixed use. These plans did not recommend "big box" style development as proposed by this petition. In order for the City to remain its vitality and vibrancy it must provide for different types of experiences.

The quality of life in Lynchburg will remain the same or improve with the construction of the proposed development. It is important to remember that traffic issues will need to be addressed with or without the proposed development. The proposed development will create a variety of employment opportunities both during and after its construction.